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WINDAU (VENTSPILS), Latvia (57°23'N/21°34'E), German Sea Chart D 16.

1. WINDAU (Latvian name VENTSPILS) is an old Hanse town, located on the southern bank of the Windau (Venta) River, near the mouth. According to various reports, the indigenous Latvian population was displaced by the Soviets and replaced by Russians. Toward the end of the war the quays, cranes, and other port facilities were destroyed. The demolitions were repaired by 1949.

The total port traffic mounted to 400,000 tons in 1937:

Exports: 310,000 tons (timber, grain, flax, hemp)
Imports: 90,000 tons (coal, general cargo)

The 1947 traffic was estimated at approximately 250,000 tons, mainly imports, consisting of all kinds of dismantled or looted goods from Germany, such as sugar, synthetic caoutchouc (buna), textiles, etc. For the time being there is no real export trade. Vessels bound for LENINGRAD are often loaded with goods previously brought to WINDAU from Germany.

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An average of 5 to 8 Soviet and 2 Swedish vessels, in addition to several small coasters, entered the port every week during the summer of 1948.
This is far below the port capacity.
Naval facilities are at present limited to one quay(10), used by mine-sweepers and other small craft.

2. The harbor consists of the Outer Port and the quays on both banks of the Windau (Venta) River.
The Outer Port is formed by two moles approximately 1,300 meters long, flanking the river mouth and stretching seaward in a northwesterly direction. The approximately 1,200-meter-long South Mole (1) extends in line with the southern bank of the river; the North Mole (2) begins approximately 1,200 meters north of the river mouth. A 100-meter wide channel with a dredged depth of 7.9 meters leads through the 350-meter wide entrance (3) to the port. The river is crossed by a road bridge (4) and a railroad bridge (not entered on the map). A new pontoon bridge (5) was built south of the coal quay and can be opened. It has a load capacity of 24 tons.

a. The approach to the port has no navigational hazard. According to NAVOCRI (International Routing and Reporting Authorities), the approach buoy is about 10 knots northwest of the entrance at 57°31' 2"N/21°22' 2"E. From there a buoyed route, about 900 feet wide, leads to the port. Vessels should steer exactly along the leading line because this route has not been officially released to traffic.
The maximum admissable draft is 7 meters.
Pilots are compulsory; the pilot boat is stationed near the new position of the approach buoy.
Since the channel and the entrance are continuously filling with silt, constant dredging is required to maintain normal depth. It is not known whether dredging equipment is still available. There is usually a coastal current of up to 2 knots.

b. There are protected anchorages inside the moles, with swinging room for three vessels, which may be worked there from lighters.
It is not advisable to anchor outside the moles, since there is no protection against a rough ground swell.

c. Weather conditions seldom affect port operations. There is a rough ground swell in the Outer Port during strong and continuous northwest winds.

Ice conditions: Shipping to the port is usually not closed by ice. Ice may hinder navigation during January and February. Due to the strong current, the quaysides are kept open throughout the winter. An ice breaker is stationed at the port to assist vessels to and from the open sea.

d. The coast on either side of the port is low, wooded, and has an excellent beach. There is a series of dunes back of the beach. Nearly the entire extent of the coast is accessible to landing craft.

Approximately 35 knots south of WINDAU and 5 knots north of Cape STEINORT (AKMENRAGS) there is the small fishing port of Pauls Harbor (Pavilosta), situated at the mouth of the Saka River (see attached map). Two approximately 300-meter-long moles (a) flank the 50-meter wide entrance. The port has a depth of 3 to 4 meters, but the entrance is rapidly filling with silt. The port is suited only for small sailing vessels with a maximum draft of 2.7 to 3.3 meters. Larger vessels are loaded in roadsteads from lighters. There is a sawmill near the town. Before the war it was planned to dredge the channel to a depth of 4.9 meters. Information on the present status of dredging is not available.

3. Terminal facilities (Windau)

a. Piers and wharves.

The total quayage on both banks of the river amounts to 3,000 meters.
On the right side (northern bank) of the river there is a 1,150-meter-long quay, the so-called Elevator Quay (Elevarsky Rayon) with a depth of 7 to 8.5 meters (5). There are four rows of sheds built on terraces, so that the ground floor can be loaded from one side, while the second floor is simultaneously loaded from the opposite side. There is also a seven-story silo which, according to the German Nautical Handbook, has a total storage capacity of 150,000 tons.
Railroad sidings are available along the quay and on each side of the sheds (see harbor map).
The Customs Quay (Tomoshenny Rayon) (6), located approximately 500 meters upstream, is 500 meters long and has a depth of 6.4 to 7 meters. There are 10 sheds (30 x 12 meters). This quay is also served by railroad sidings.
The Coal Quay (Krimilsky Rayon) (7), is located opposite the Customs Quay. It is 400 meters long and has a depth of 6.6 to 7 meters. The quay has ample coal storage and transloading facilities and a railroad track.
On the southern bank of the river there is a small fishing port with a depth of 2.4 meters (8), and a so-called Winter Port (9), separated from the river by dolphins.
The quayage between these basins is 900 meters long (10). There are no sheds or railroad sidings. This quay is now used by the Soviet Navy, according to recent information. (For details, see attached Annex 2).

b. Crane facilities.

The crane equipment is limited. Most of the cargo has to be handled by the ship's gear. There is one mobile electric crane and a grain elevator on the elevator quay (5). This information is not confirmed.

On the Customs Quay (6) there are:

1 stationary 45-ton crane,
2 bridge cranes with a capacity of 30 tons each,
3 electric cranes with a capacity of 20 tons each.

According to recent but unconfirmed information, there are about 10 to 12 electric cranes with a capacity of 1 to 3 tons. A floating crane with a lifting capacity of 10 tons is mostly used at the Coal Quay (7).

c. There is no shipyard in MINDAU. Only a small repair shipyard and engineering shop are available.

d. Harbor craft are said to be available in adequate numbers. Several privately-owned small tugs and an ice breaker of 300 HP.

4. Storage facilities

a. Approximately 25 usable sheds and a silo with a total storage capacity of 150,000 tons are located on the Elevator Quay (5). There are 10 small sheds of unknown storage capacity at the Customs Quay (6).

b. No cold-storage facilities are available.

c. There is lumber storage space on both banks of the river, upstream from the bridges.

5. Traffic facilities.

a. Railroads.

The port has excellent railroad facilities, especially on the northern bank of the river. The Coal Quay is served by a new railroad track via the concrete RR bridge (not entered on the map). The Soviet-gauge railroad line leading to TUKUM (TUKUMS), in the east, connects the port with the railroad net of the country. Narrow-gauge lines branch out in the direction of MAZIRBE and DUBAGA.

b. Roads.

Road connections within the port area are adequate: A pontoon bridge with a load capacity of 24 tons crosses the river south of the Customs Quay.
There are second class roads in all directions.

6. Supply facilities.

a. Oil.

Oil tank installations of unknown capacity and location are available.

b. Coal.

There is a coaling station of unknown capacity on the left bank of the river (7). A stock of approximately 1,500 tons is normally kept on hand.

c. Water.

Water can be taken on hand pumps available on the quays. Water boats are also available.

d. Electricity.

There is a municipal steam power plant of unknown capacity.

2 Annexes: Annex 1: Harbor map (German chart No 16)
Annex 2: List of harbor facilities.

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Annex 2

Harbor of J I I D A U

Terminal facilities: Details of piers and wharves

Map Ref. No. and Name	No. 5 - Elevator Quay Elevarsky Rayon
Location on water front	First quay on the northern side (right bank) of the river
Purpose for which used	General cargo
Type and construction	Concrete on piles
Dimensions	1,150 m
Depth of water alongside-MLW	7 to 8.5 m
Berthing space available	1,150 m
Width of apron	100 m
Deck above MLW	approx. 2.5 - 3 m
Condition	Usable
Transit sheds - description	Approx.37 sheds, 12 of which not usable, partly three-story buildings, built in 4 rows; 1 bulk grain silo (7 stories) Total cap. 150,000 t
Materials handling facilities	1 electr. crane on rails, cap. 10 t 1 elevator
Railway connections	RR sidings between each row of sheds and along the quay
Vehicle access	Adequate

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Map Ref. No. and Name	No. 6 - Customs Quay Tonoshenny Mayon
Location on water front	On the right side (eastern side) of the river, 500 meters upstream from No. 5
Purpose for which used	General cargo
Type and construction	Concrete
Dimensions	500 m
Depth of water alongside-M.L.	6.4 to 7 m
Berthing space available	500 m
Width of apron	100 m
Deck above M.L.	2.5 - 3 m
Condition	Usable
Transit sheds - description	10 sheds 30 x 12 m
Materials handling facilities	1 fixed crane, cap. 45 t 2 bridge cranes, cap. 30 t each (not confirmed) 3 electr. cranes, cap. 20 t (not confirmed)
Railway connections	3 - 4 tracks on the quay
Vehicle access	Adequate

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Map Ref. No. and Name	No. 7 - Coal Quay Krimilsky Mayon
Location on water front	Opposite No. 6, on the left bank (west side) of the river
Purpose for which used	Coal loading quay
Type and construction	Concrete
Dimensions	400 m
Depth of water alongside-MLW	6.6 - 7 m
Berthing space available	400 m
Width of apron	100 m
Deck above L.L.	2.5 - 3 m
Condition	Usable
Transit sheds - description	None, ample coal storage space
Materials handling facilities	1 floating crane, cap.10 t
Railway connections	One track on quay
Vehicle access	Adequate

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Map Ref. No. and Name	No. 10 - South Quay (exact name unknown)
Location on water front	Opposite No. 5
Purpose for which used	Unknown, used by the Soviet Navy
Type and construction	Piles with planking
Dimensions	900 m
Depth of water alongside-L.W.	6.5 - 7 m
Berthing space available	900 m
Width of apron	100 m
Deck above L.W.	2.5 - 3 m
Condition	Usable
Transit sheds - description	None
Materials handling facilities	None
Railway connections	None
Vehicle access	Adequate
Remarks	Used by the Soviet Navy